

Figure 1

10	20	30	40	50	60
ACAAGATGCC	ATTGTCCCC	GGCCTCCTGC	TGCTGCTGCT	CTCCGGGGCC	ACGGCCACCG
70	80	90	100	110	120
CTGCCCTGCC	CCTGGAGGGT	GGCCCCACCG	GCCGAGACAG	CGAGCATATG	CAGGAAGCGG
130	140	150	160	170	180
CAGGAATAAG	GAAAAGCAGC	CTCCTGACTT	TCCTCGCTTG	GTGGTTTGAG	TGGACCTCCC
190	200	210	220	230	240
AGGCCAGTGC	CGGGCCCCCTC	ATAGGAGAGG	AAGCTCGGGA	GGTGGCCAGG	CGGCAGGAAG
250	260	270	280	290	300
GCGCACCCCC	CCAGCAATCC	GCGCGCCGGG	ACAGAATGCC	CTGCAGGAAC	TTCTTCTGGA
310	320	330	340	350	360
AGACCTTCTC	CTCCTGC AAA	TAAACCTCA	CCCATGAATG	CTCAGCGAAG	TTTAATTACA
370	380	390	400	410	420
GACCTGAA..

Figure 2

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1 ATGCCATTGTCCCCCGGCTCCTGCTGCTGCTCCTCCGGGCCACGGCCACCGCTGCC 60
1 MetProLeuSerProGlyLeuLeuLeuLeuLeuLeuSerGlyAlaThrAlaThrAlaAla 20
61 CTGCCCCCTGGAGGGTGGCCCCCACC GGCCGAGACAGCGACATATGCAGGAAGCGCAGGA 120
21 LeuProLeuGluGlyGlyProThrGlyArgAspSerGluHisMetGlnGluAlaAlaGly 40
121 ATAAGGAAAGCAGCCTCCTGACTTTCCTCGCTTGGTGGTTGAGTGCACCTCCAGGCC 180
41 IleArgLysSerSerLeuLeuThrPheLeuAlaTrpTrpPheGluTrpThrSerGlnAla 60
181 AGTCCCGGCGCCCTCATAGGAGAGGAAGCTCCGGAGGTGCCCGCAGGAGCGCGCA 240
61 SerAlaGlyProLeuIleGlyGluGluAlaArgGluValAlaArgArgGlnGluGlyAla 80
241 CCCCCCAGCAATCTGCCGCGCCGGACAGAAATGCCCTGCAGGAACCTTCTTCTGGAAGACC 300
81 ProProGlnGlnSerAlaArgArgAspArgMetProCysArgAsnPhePheTrpLysThr 100
301 TTCTCCTCCTGCAATAA
101 PheSerSerCysLys*** 318
106

Figure 5

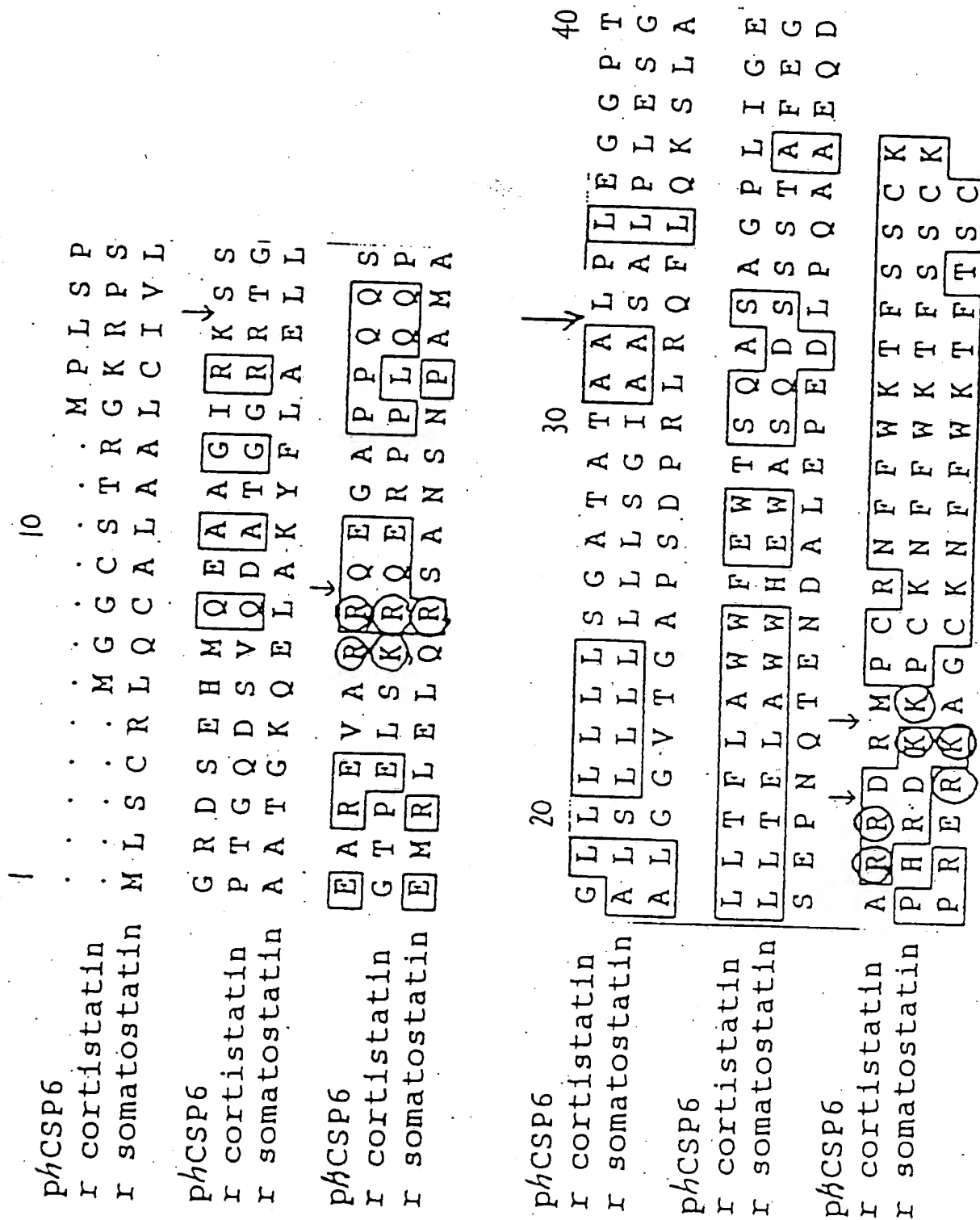


Figure 6

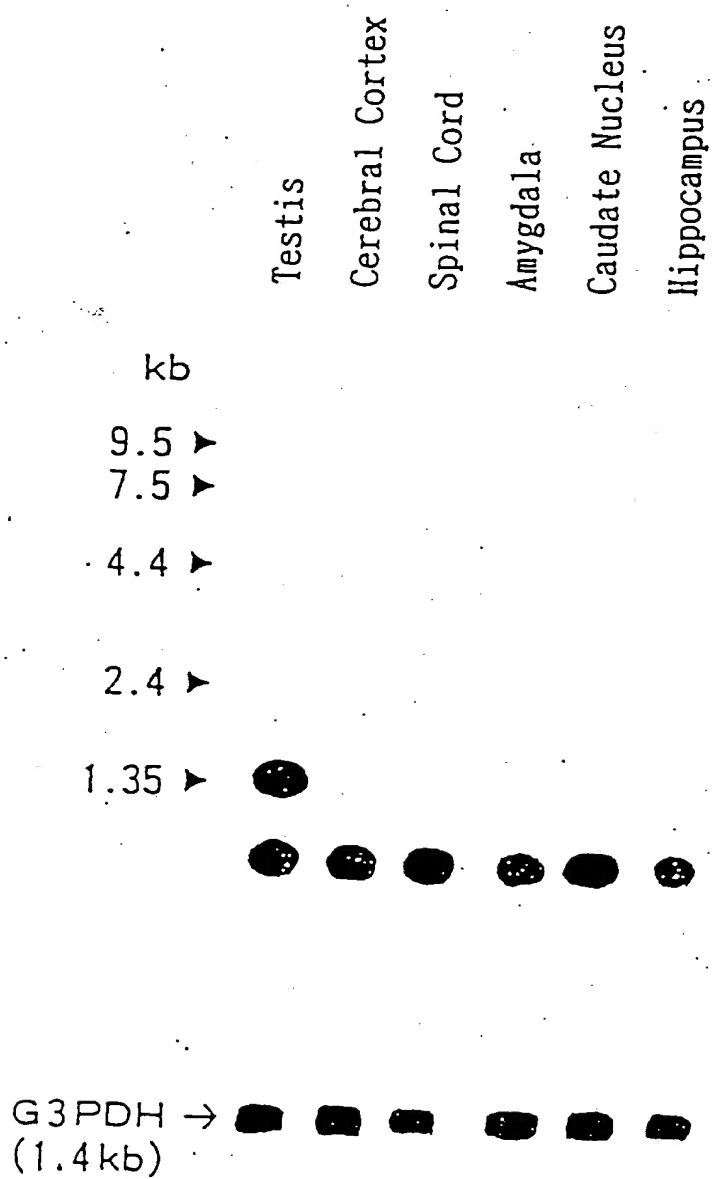


Figure 7

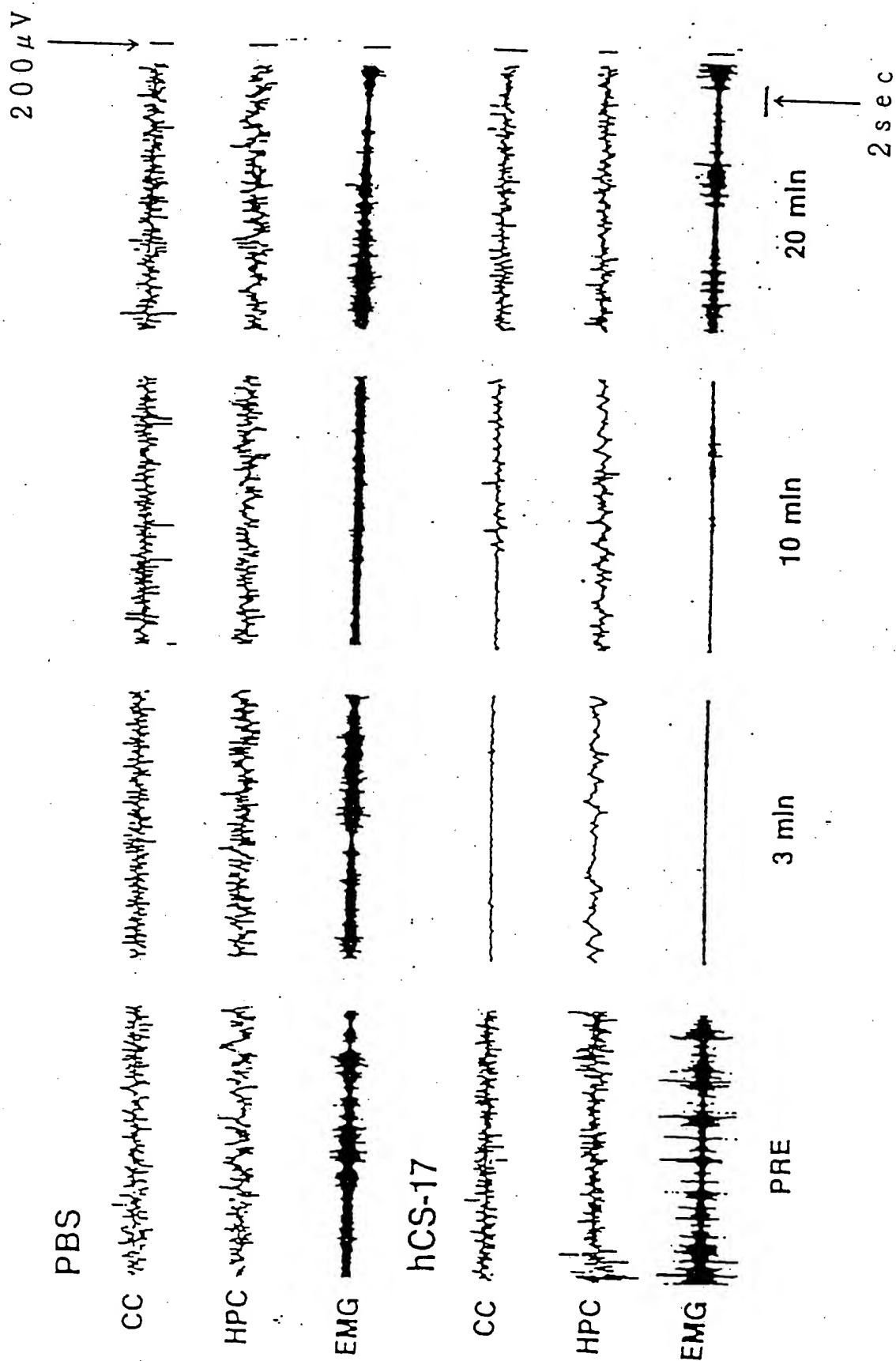
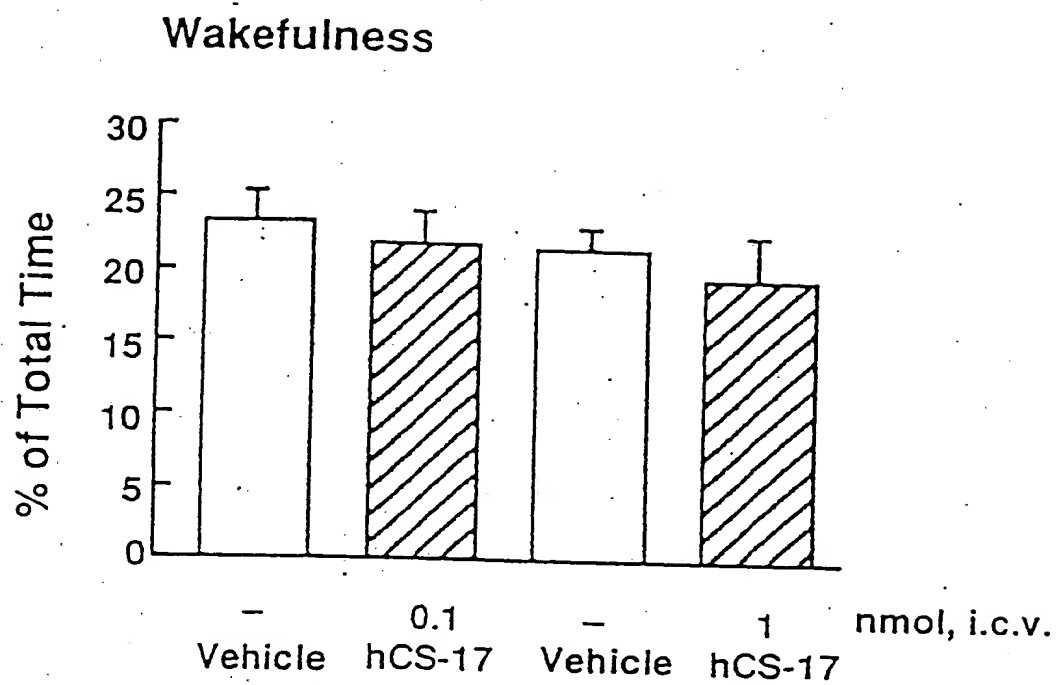
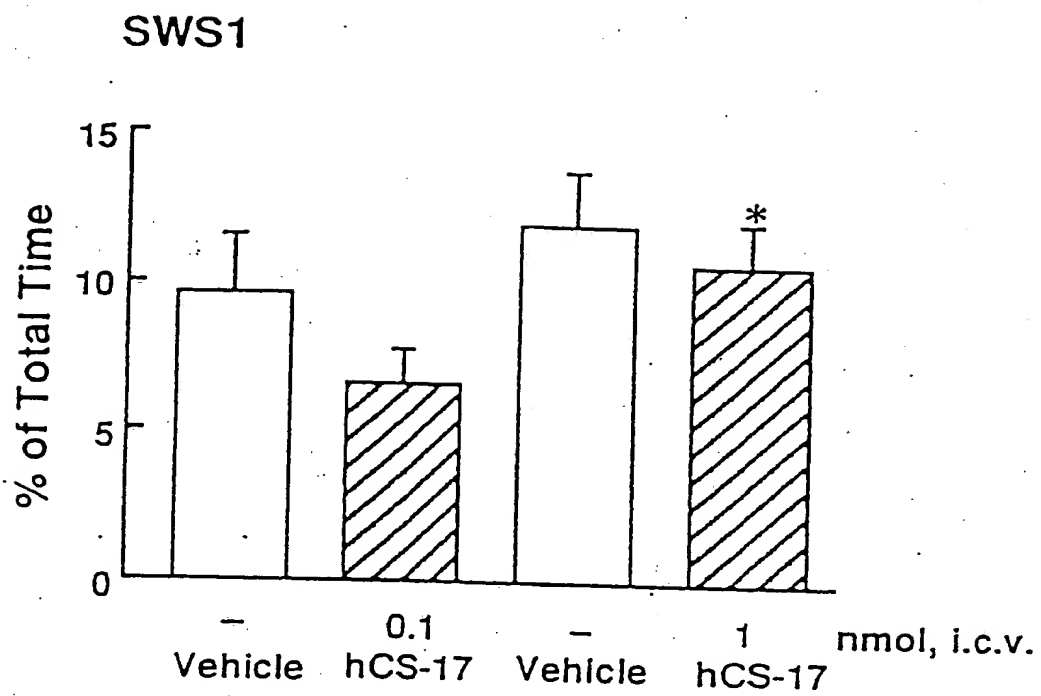


Figure 8



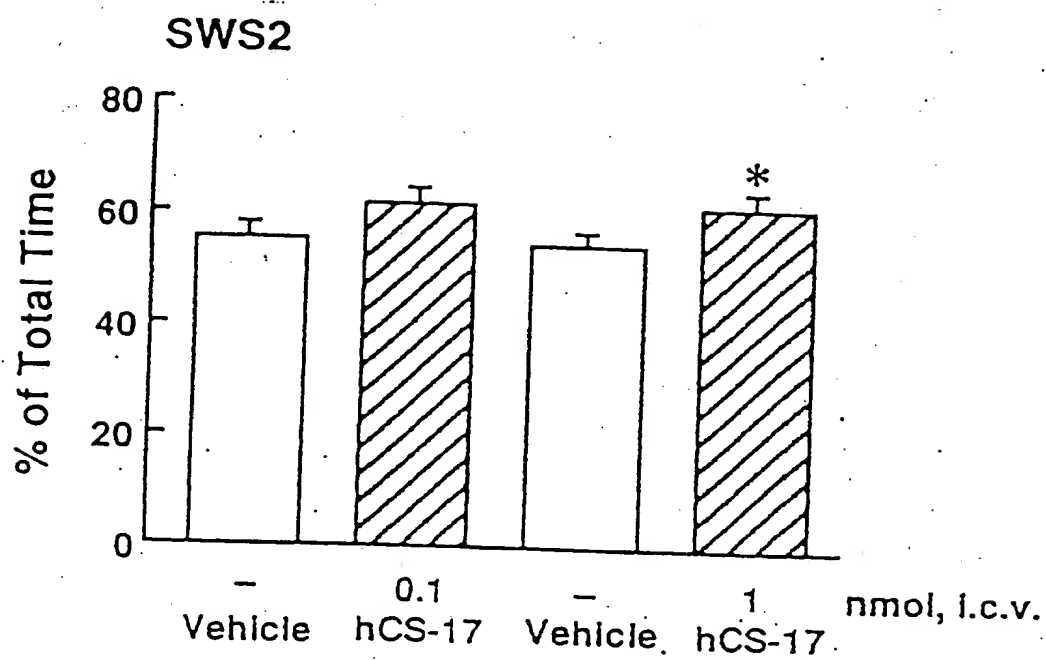
* $P < 0.05$, compared with vehicle control.

Figure 9



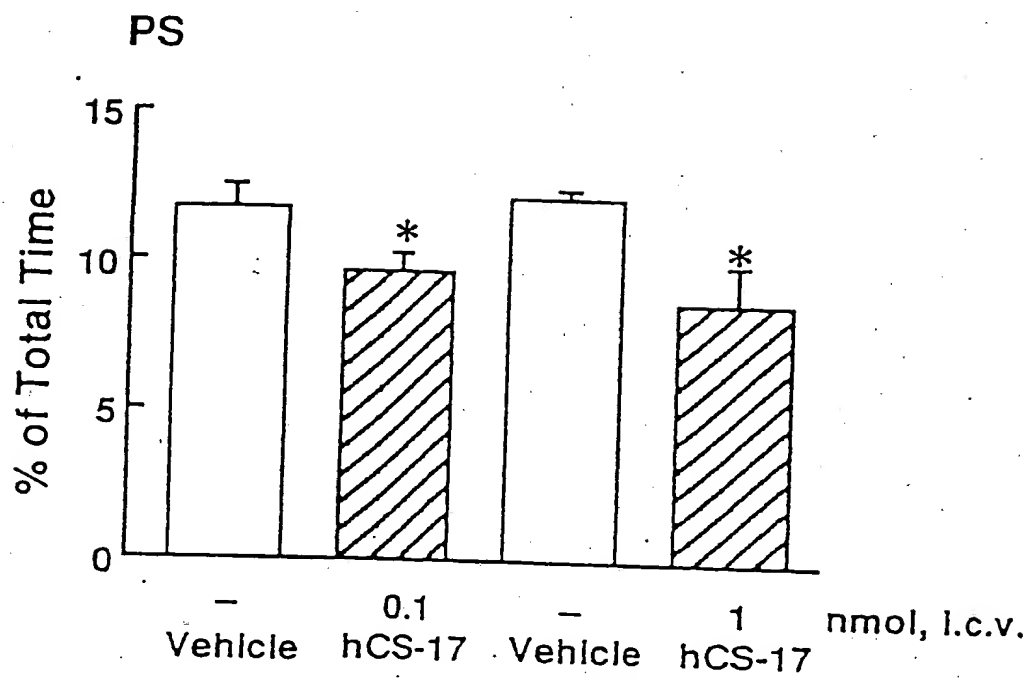
* $P < 0.05$, compared with vehicle control.

Figure 10



* $P < 0.05$, compared with vehicle control

Figure 11



* $P < 0.05$, compared with vehicle control